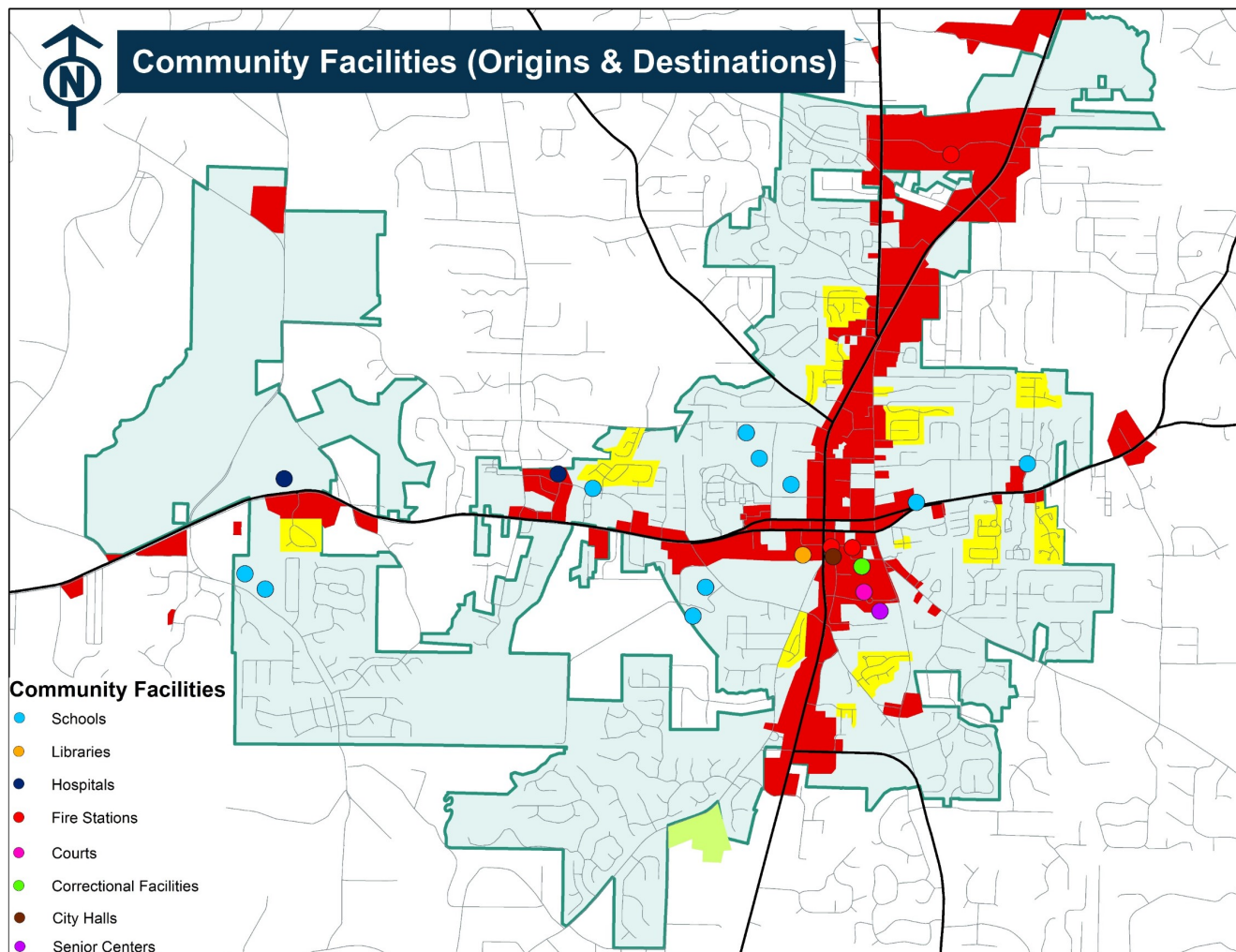




# Master Path Plan

Assessment Summary  
&  
Project Recommendations



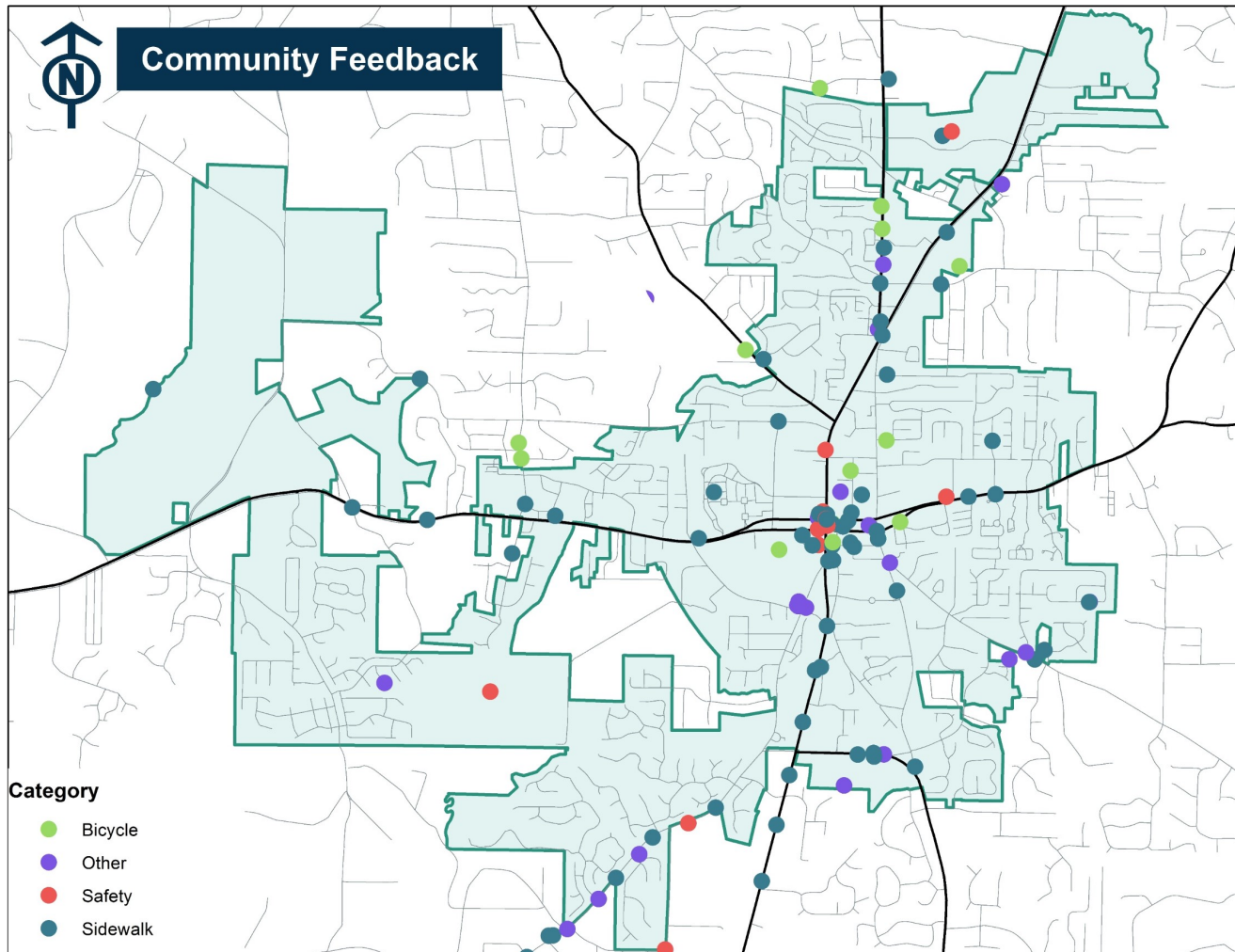
Community facilities were assessed to determine potential areas of origin and destination for walkers, bikers, and golf cart users.

Areas highlighted in **red** signify commercial land uses. Areas highlighted in **yellow** signify higher density residential land uses. Both of these types of land use are expected to generate higher levels of pedestrian, biking, and golf cart activity.

Important community facilities such as schools, libraries, hospitals, and government buildings also generate demand. It will be important to connect the community to these facilities.

Potential origins and destinations are generally oriented along SR 85 and SR 54. The heaviest concentration of origins and destinations is centered on the Courthouse Square in downtown.

Connectivity from the neighborhoods to downtown is important.



Feedback from the community was solicited both online and in person. This map illustrates the feedback that has been received to date.

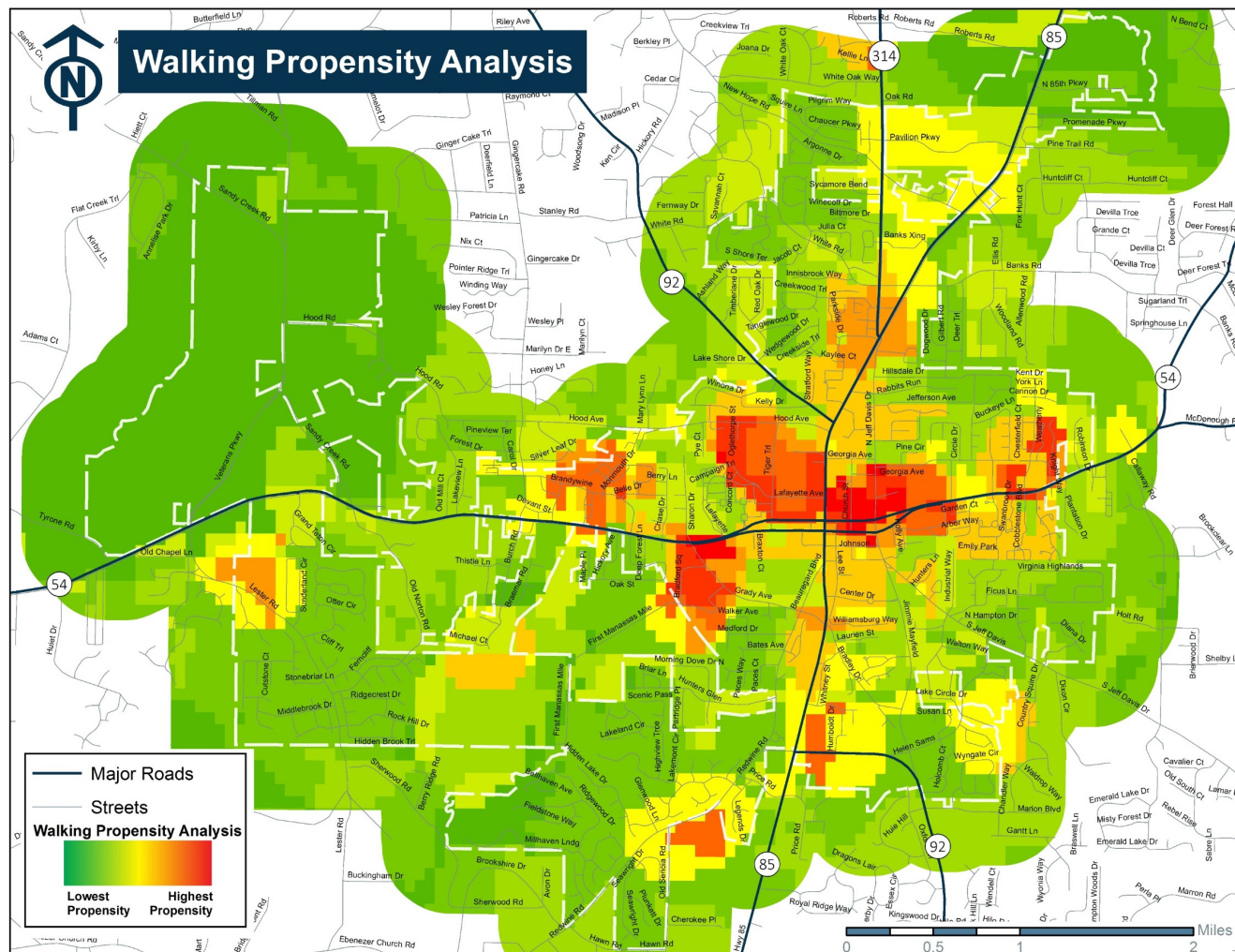
Downtown Fayetteville around the courthouse square received the most attention. Respondents noted a desire for better crosswalks, more sidewalks, and bicycle facilities in and around downtown. This need will grow as the downtown redevelopment plan continues.

The Hood Road bridge over Whitewater Creek was identified as an opportunity. Rebuilding this bridge for pedestrian, bike, and golf cart use would provide excellent east-west connectivity for Fayetteville.

Other routes that received significant attention include:

- SR 85 south
- SR 314
- Redwine Rd
- SR 92 near Helen Sams

The Ridge Nature Preserve and Pavilion shopping center were both identified as important origins and destinations.



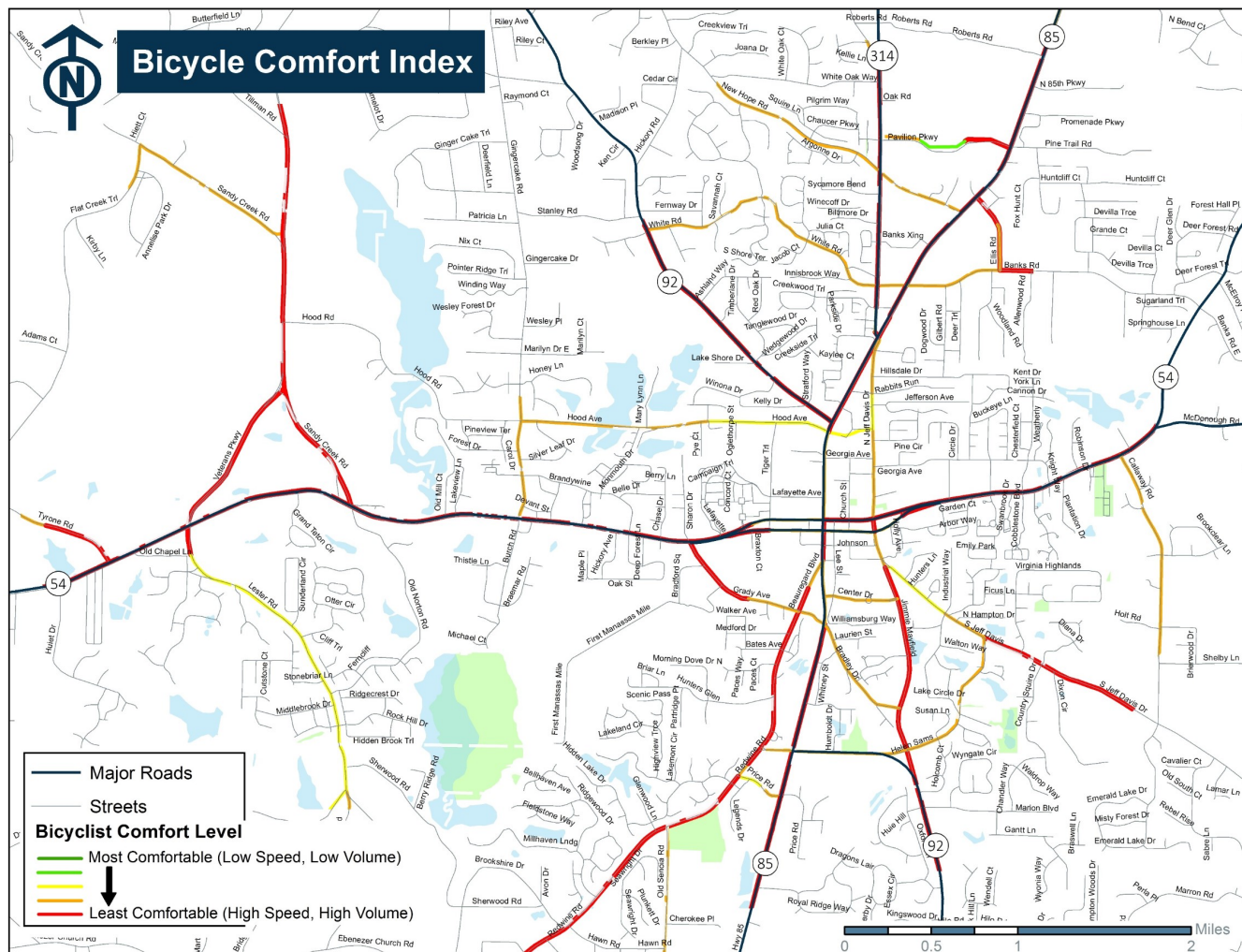
A walking propensity analysis was completed for the City of Fayetteville. This quantitative analysis looks at four factors to predict the most likely locations where people would walk if there were sidewalks. The four factors are:

- Existing Land Use
- School and Park Zones
- Intersection Density
- Pedestrian Crashes

The analysis shows a strong walking demand in downtown Fayetteville. Demand here is due to commercial land uses, a grid street network with small blocks, and proximity to schools.

Other high demand nodes include the intersection of SR 54 and Grandy Ave. due to commercial and office land uses, proximity to Fayette County Alternative School and Spring Hill Elementary School, and the Meridian luxury apartment development.

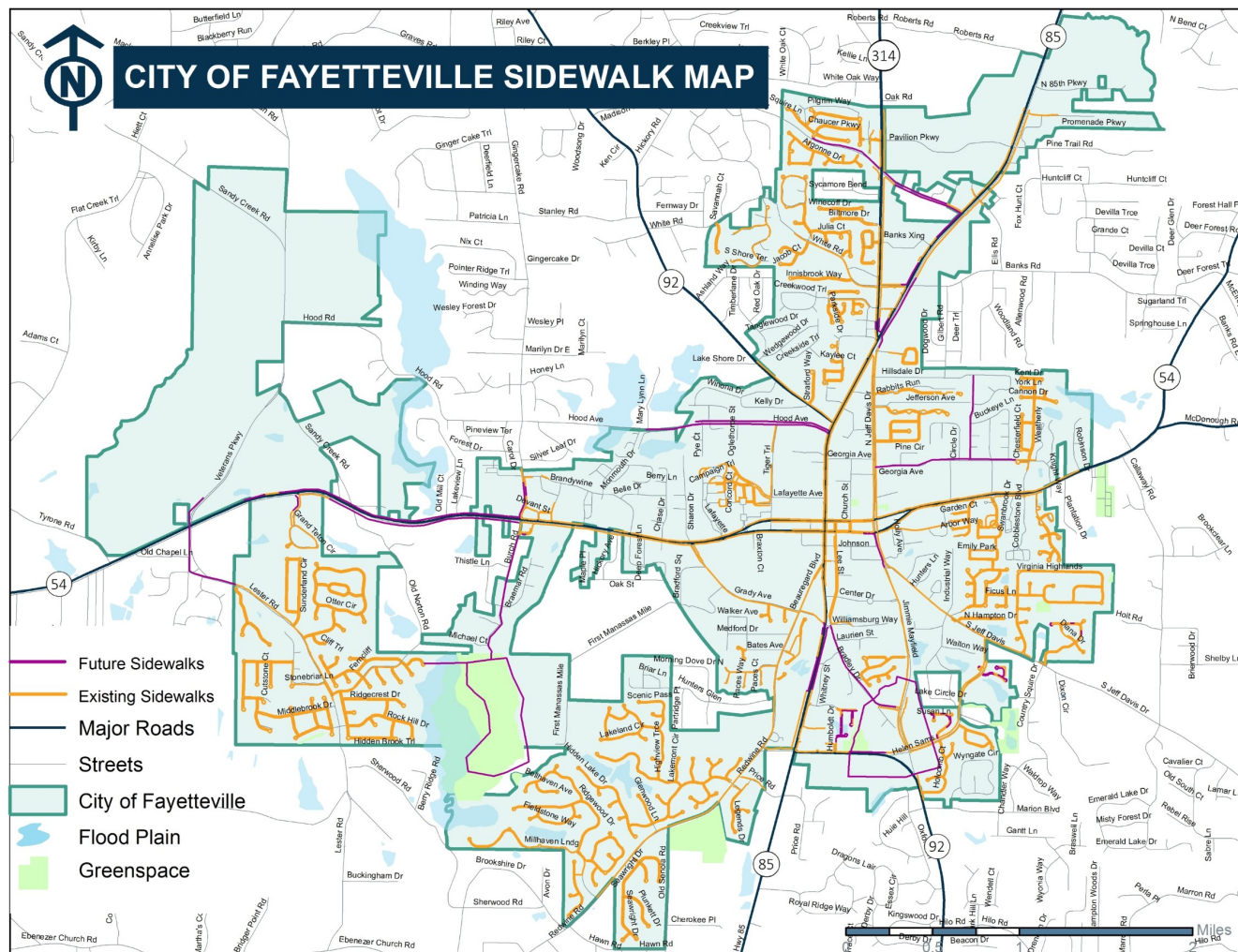
Notable in its absence in the analysis is the Pinewood development in western Fayetteville. At the time of this analysis the land use and street network were not available as inputs. However, this development will drive higher walking demand than is shown in this analysis.



Streets in and around Fayetteville were evaluated for how comfortable they are for biking. This Bicycle Comfort Index looks at the speed and volume of automobile traffic. The index assumes that as travel speed the volume of traffic increase the road becomes less comfortable for cyclists.

This map shows level of comfort by color. Roads in green are the most comfortable to ride on. Those yellow and orange are progressively more uncomfortable to ride on. Those in red are the most uncomfortable to ride on.

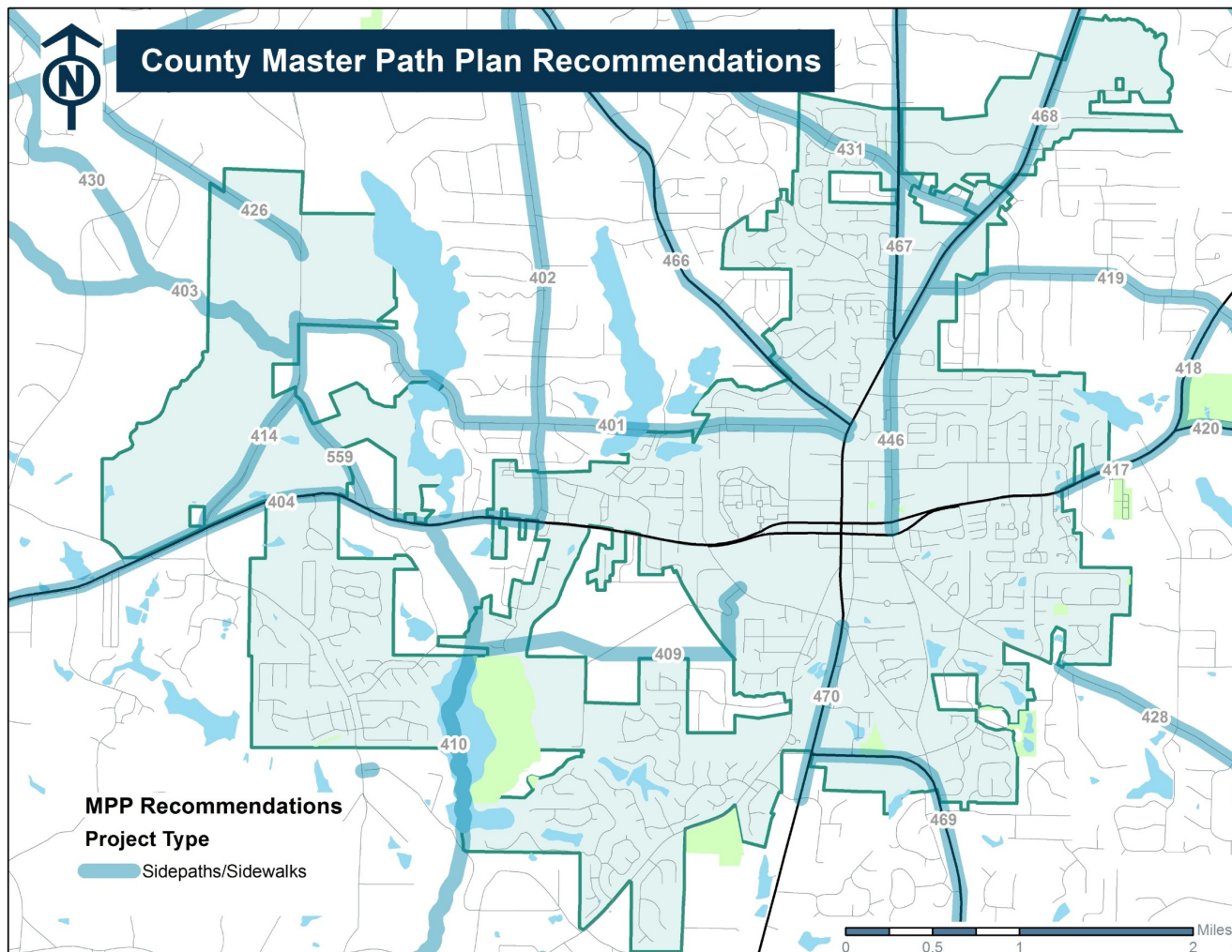
The results show that almost all of longer routes uncomfortable to ride a bicycle on. This illustrates a need for either on-road or separated bicycle facilities to help facilitate bicycle mobility.



This map illustrates existing sidewalks in the City of Fayetteville.

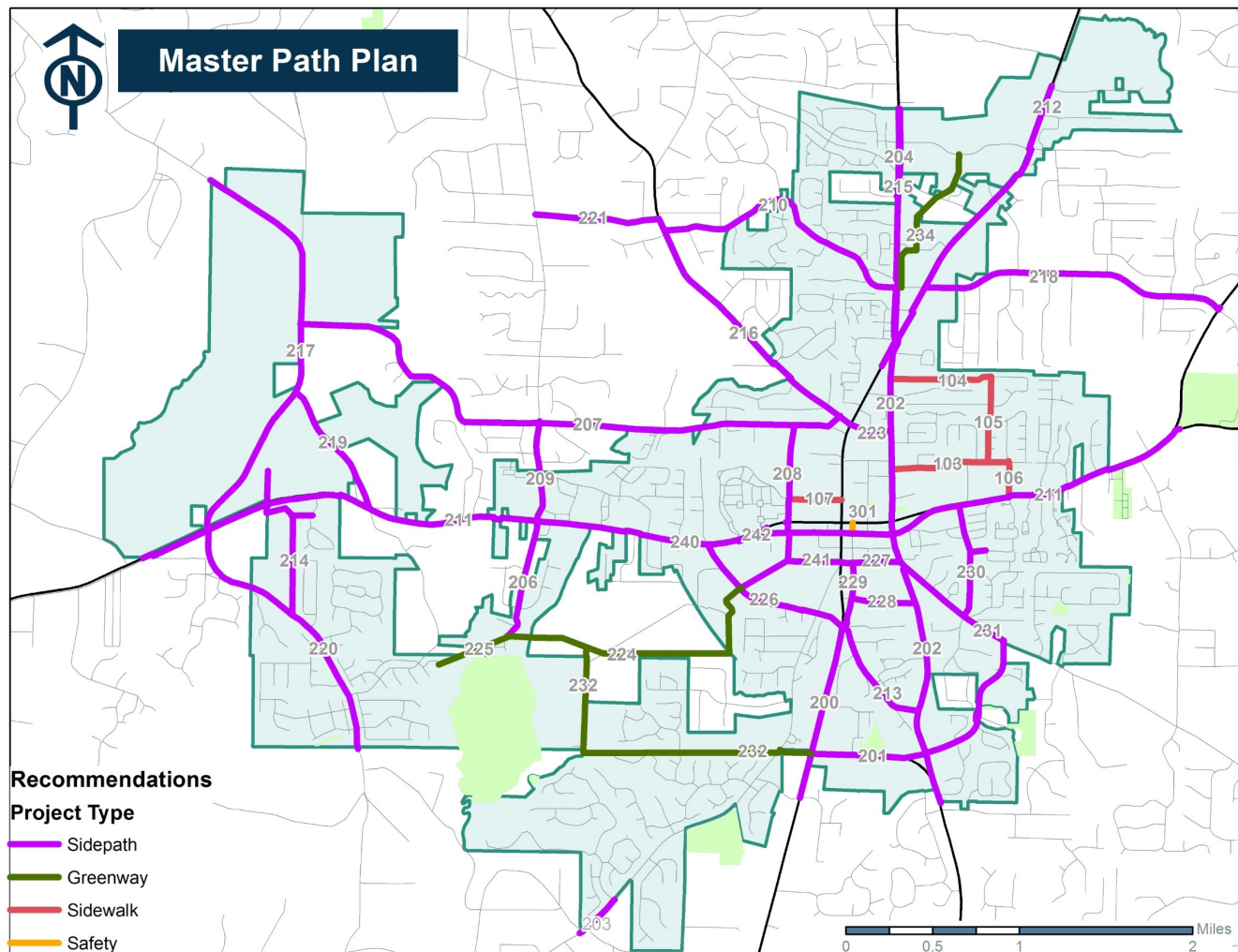
Overall, the city boasts good sidewalk coverage. Notable missing links in sidewalk coverage include:

- Veterans Parkway
- Sandy Creek Road
- Burch Road (access to the Ridge)
- Hood Road/Ave (unincorporated)
- New Hope Road
- Banks Road (unincorporated)
- Gingercake Road
- Portions of SR 85
- Portions of SR 314



Fayette County is in the process of finalizing a planning process for its Transportation Plan. The Fayette Transportation Plan includes recommendations for a countywide Master Path Plan.

This map illustrates the path recommendations in the vicinity of the City of Fayetteville.



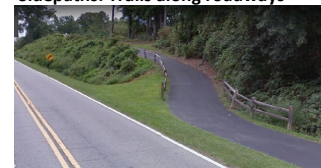
This map illustrates the project recommendations for the Fayetteville Master Path Plan.

Recommendations include sidewalks, sidepaths, safety improvements, and greenway trails.

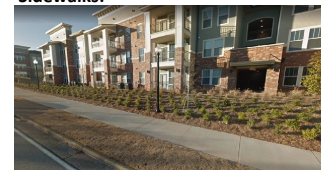
#### Greenway Trails: Independent ROW

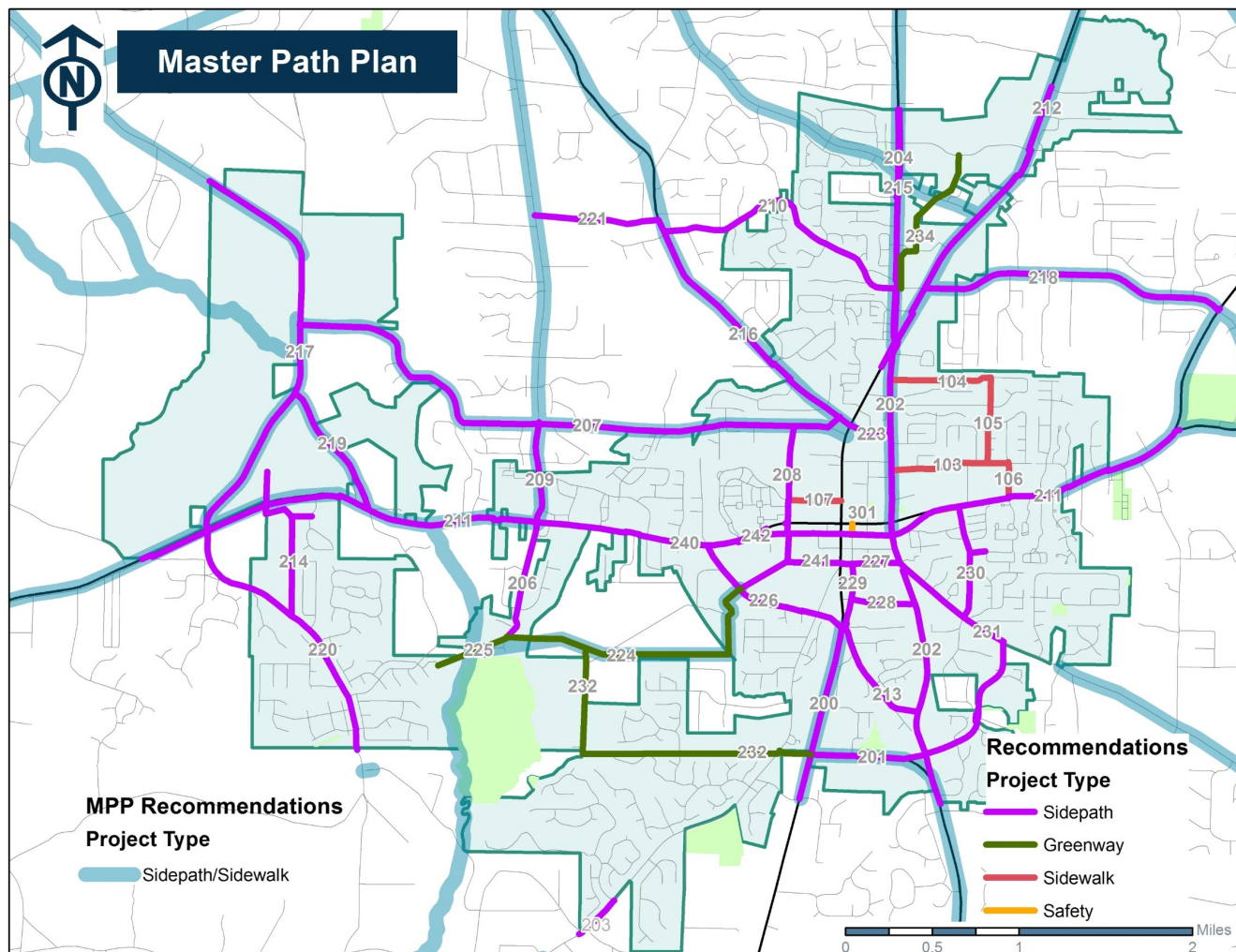


#### Sidepaths: Trails along roadways



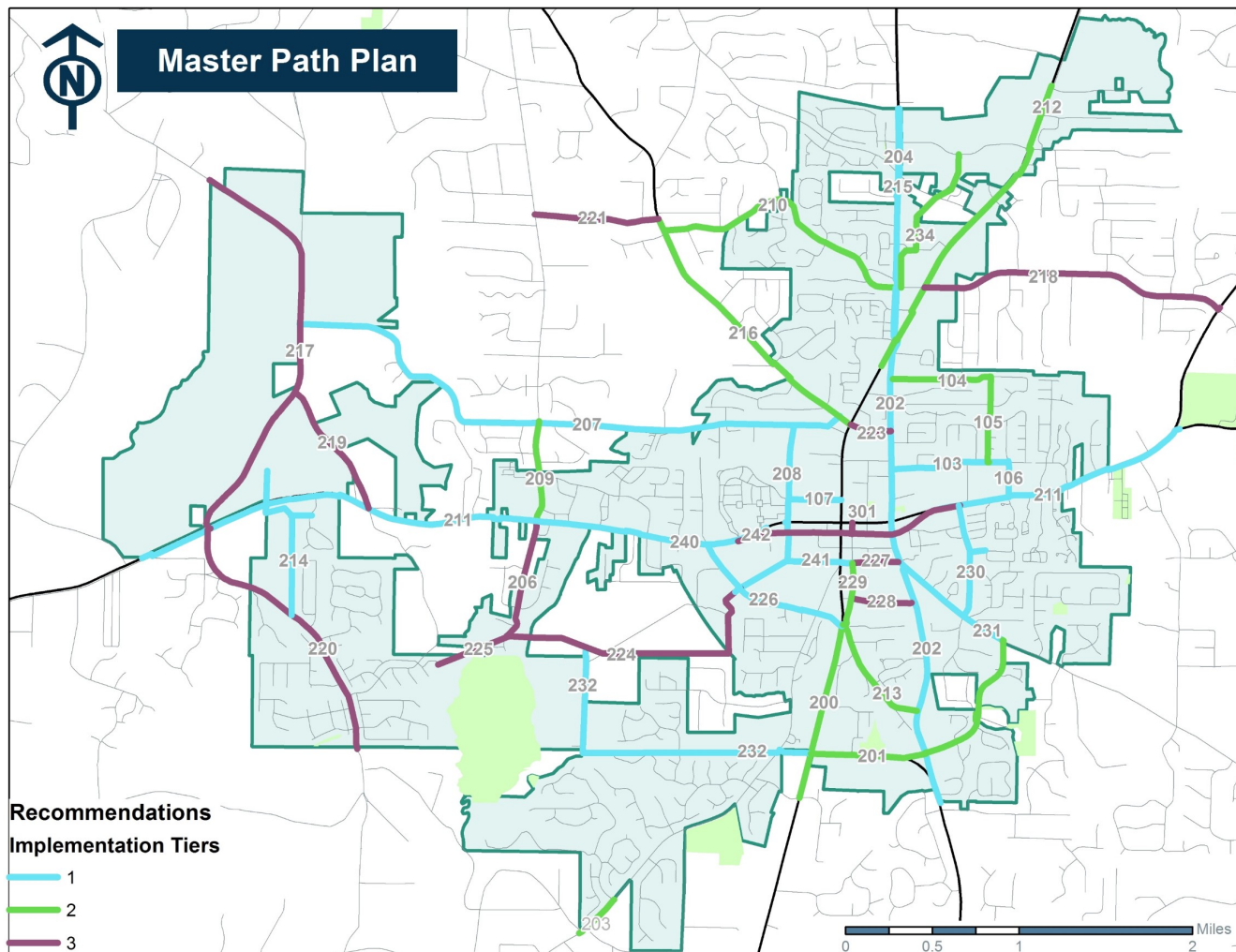
#### Sidewalks:





This map includes the project recommendations for the City of Fayetteville with the current county recommendations in the background.

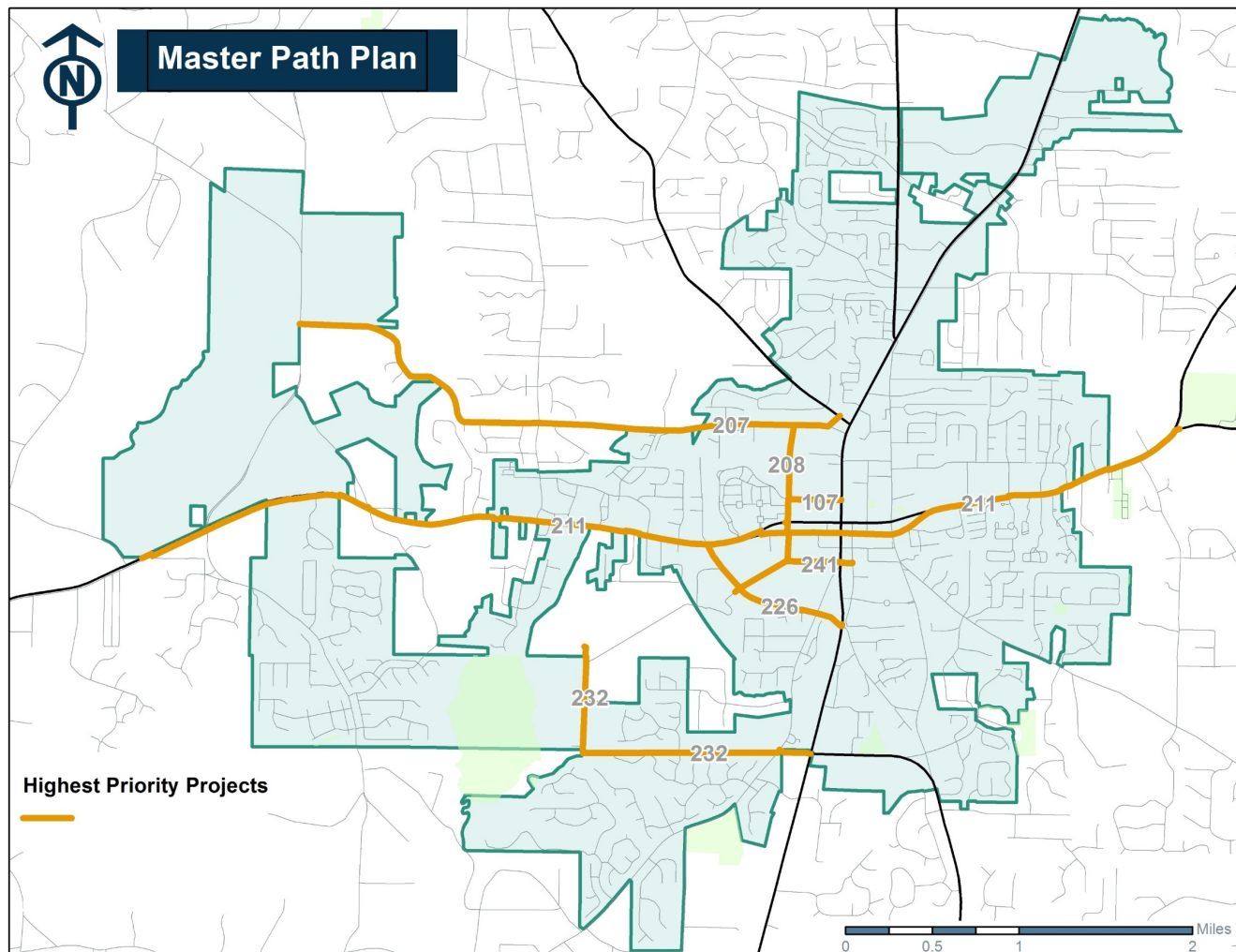
There are a number of projects that overlap between the two plans. This presents opportunities for joint funding for project implementation. It also shows the need for the city and county to coordinate.



The universe of project recommendations for the Master Path Plan were prioritized and divided into three implementation tiers.

Tier 1 projects were the highest scoring projects and will have the most benefit for the city.

Projects in Tiers 2 and 3 are still important projects but will be implemented after Tier 1.



This map illustrates a subset of the Tier 1 project recommendation that have been determined to be the highest priority projects for the City to implement.